

## **FACT SHEET**

### **Project Name**

California High-Speed Train Project, Fresno to Bakersfield Section

### **Project Description**

The California High-Speed Rail Authority (Authority) proposes that the Fresno to Bakersfield Section project will consist of building and operating an approximately 114-mile portion of a larger high-speed train (HST) system that is intended to connect to sections traveling west to San Francisco, south to Los Angeles and, later, north to Sacramento. The project is designed as a steel-wheel-on-steel-railway completely grade-separated from other modes. The need for this project is directly related to the projected population growth and increased intercity travel demand over the next 20 years and beyond, and the increased travel delays and congestion that would result on California's highways and airports. Additionally, Fresno, Kings, Tulare, and Kern counties have limited connectivity with the state's larger urban metropolitan areas.

This Final Environmental Impact Report/Environmental Impact Statement (EIR/EIS) considers 12 alternatives, including the No Project Alternative and the 11 HST alternatives: the BNSF, Hanford West Bypass 1, Hanford West Bypass 2, Hanford West Bypass 1 Modified, Hanford West Bypass 2 Modified, Corcoran Elevated, Corcoran Bypass, Allensworth Bypass, Wasco-Shafter Bypass, Bakersfield South, and Bakersfield Hybrid alternatives. Each contains one station in Fresno, one station in Bakersfield, and a Kings/Tulare Regional Station near Hanford. The Federal Railroad Administration and Authority have identified the Preferred Alternative to consist of portions of the BNSF Alternative in combination with the Corcoran Bypass, Allensworth Bypass, and Bakersfield Hybrid alternatives. The HST in this section has the ability to travel up to 220 mph along the alignment. Potential environmental impacts of the alternatives include displacement of commercial, residential, and agricultural properties; community and neighborhood disruption; increase in noise;

increase in traffic at each of the stations; impacts on historic and archaeological sites; impacts on parks and recreational resources; visual impacts; impacts on sensitive biological resources and wetlands; and use of energy. Mitigation measures are described to address impacts identified in the Final EIR/EIS.

### **Joint Lead Agencies**

Federal Railroad Administration  
1200 New Jersey Avenue SE MS-20  
Washington, D.C. 20590

California High-Speed Rail Authority  
770 L Street, Suite 800  
Sacramento, CA 95814

### **NEPA Lead Agency**

The Federal Railroad Administration is the lead agency for National Environmental Policy Act (NEPA) compliance.

### **Responsible NEPA Official**

David Valenstein, Chief  
Environmental and Systems Planning Division  
Federal Railroad Administration  
1200 New Jersey Avenue, SE, MS-20, W38-303  
Washington, DC 20590

### **CEQA Lead Agency**

The California High-Speed Rail Authority is the lead agency for CEQA

### **Responsible CEQA Official**

Jeff Morales, Chief Executive Officer  
California High-Speed Rail Authority  
770 L Street, Suite 800  
Sacramento, CA 95814

### **Document Availability**

This Final EIR/EIS is available online at:

<http://www.hsr.ca.gov/>

Printed copies of the Final EIR/EIS and related appendices are available at the California High-Speed Rail Authority, public libraries, and community centers (see List of Recipients beginning on page 9-1).

### **Contact Information**

To obtain a copy of the environmental documents, contact:

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### Permits, Approvals, and Consultations Federal

- **Surface Transportation Board** – Permission to construct the project in accordance with Section 10501(b) of the Interstate Commerce Commission Termination Act of 1995.
- **U.S. Army Corps of Engineers** – Section 404 Permit for Discharge of Dredge or Fill Materials into Waters of the U.S., including wetlands. Also, Section 10 Permit for construction of any structure in or over any Navigable Water of the U.S.
- **U.S. Environmental Protection Agency** – Review of Environmental Justice conclusions; General Conformity Determination
- **Federal Railroad Administration**, in consultation with the **California Office of Historic Preservation** and the **Advisory Council on Historic Preservation** – National Historic Preservation Act, Section 106 Consultation
- **U.S. Department of Transportation** – Section 4(f) Evaluation
- **U.S. Department of Interior/National Park Service** – Section 6(f) Evaluation

### State

- **California Department of Fish and Wildlife** – California Endangered Species Act (CESA) permits; Section 1602 Lake and Streambed Alteration Agreement; use of Title 14 lands for the Allensworth Ecological Reserve
- **California Department of Transportation** – Encroachment permits
- **California Public Utilities Commission** – Approval for construction and operation of railroad crossing of public roads and for construction of new transmission lines and substations.
- **California State Lands Commission** – Lease for crossing state sovereign lands

### Regional

- **San Joaquin Valley Air Pollution Control District** – Permits under Rule 201, General Permit Requirements; Rule 403, Fugitive Dust; Rule 442 Architectural Coatings; Rule 902 Asbestos
- **Regional Water Quality Control Board** – Permits under Clean Water Act Section 401 Water Quality Certification; Section 402 National Pollutant Discharge Elimination System (NPDES) Waste Discharge Permit; Statewide Stormwater General Permit for Construction; Statewide Stormwater General Permit for Industrial Activities, Dewatering Permit (Order No. 98-67); Spill Prevention, Control and Countermeasures (SPCC) Plan (part of Section 402 process); Stormwater Construction and Operation Plan (part of Section 402 process)
- **Central Valley Flood Protection Board** – Encroachment permit under Section 208.10 (designated streams, flood control and protection facilities)

### Authors and Principal Contributors

Please see List of Preparers under **Chapter 10** of the Final EIR/EIS

### Date Issued

**April 2014**

### Subsequent Steps

The California High-Speed Rail Authority Board will make a final decision on the project alternative to be implemented after the Final EIR/EIS is issued. Following completion of the Final EIR/EIS, the Board will consider certifying the Final EIR/EIS for compliance with CEQA and making a final decision on the project. If the Board certifies the Final EIR/EIS and makes a project decision, it will file a notice of determination with the State Clearinghouse. The Federal Railroad Administration's decision under NEPA is not final until it certifies the Record of Decision on the Final EIR/EIS. Issuance of the Record of Decision is expected in spring 2014.